

NEW YORK HERALD
BROADWAY AND ANN STREET.
JAMES GORDON BENNETT,
PROPRIETOR.
Volume XXXVII.....No. 87
AMUSEMENTS THIS AFTERNOON AND EVENING.
BOOTH'S THEATRE, Twenty-third st., corner Sixth av.—
As You Like It.
WALLACK'S THEATRE, Broadway and 13th street.—
THE VETERAN.
GRAND OPERA HOUSE, corner of 36th av. and 32d st.—
LALLA ROQUE.
NIBLO'S GARDEN, Broadway, between Prince and
Houston sts.—LA BELLE ETOILE.
ST. JAMES' THEATRE, Twenty-eighth street and Broad-
way.—MARIAGE.
WOODS' MUSEUM, Broadway, corner 31st st.—Perform-
ances afternoon and evening.—LULLA.
BOWERY THEATRE, Bowery—HUNTING A TURF.—
FIFTH AVENUE.
FIFTH AVENUE THEATRE, Twenty-fourth street.—
THE FRODO.
OLYMPIC THEATRE, Broadway—THE BALLET PAN-
TOMIME OF HUMPTY DUMPTY. Matinee at 2.
MRS. F. B. CONWAY'S BROOKLYN THEATRE.—
SEA OF GLORY.
PARK THEATRE, opposite City Hall, Brooklyn.—
DUELING BILL.
THEATRE COMIQUE, 41 Broadway.—COMEDY VALLA-
DUNA. KINO ACTS. AG.—ELITE THEATRE. Matinee.
UNION SQUARE THEATRE, Fourteenth st. and Broad-
way.—KING OF THE COCK. BELLEROPHON. Ballet. No. Matinee.
TONY EASTON'S OPERA HOUSE, No. 21 Broadway.—
NORCO EXCELSIOR. BELLEROPHON. Ballet. No. Matinee.
BRYANT'S NEW OPERA HOUSE, 224 st., between 4th
and 5th.—BRYANT'S MINSTRELS.
THIRTY-FOURTH STREET THEATRE, near Third ave.—
VALENTY ENTERTAINMENT.
SAN FRANCISCO MINSTREL HALL, 533 Broadway.—
THE SAN FRANCISCO MINSTRELS.
PALLADIUM, No. 688 Broadway, near Fourth st.—GRAND
CONCERT.
ASSOCIATION HALL, 96th street and Third avenue.—
GRAND CONCERT.
NEW YORK CIRCUIT, Fourteenth street.—JOHNES IN
THE KING. AGRICULTURE. AG. Matinee at 2.
NEW YORK MUSEUM OF ANATOMY, 913 Broadway.—
SCIENCE AND ART.

TRIPLE SHEET.

New York, Wednesday, March 27, 1872.

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ERIE 65.—Such was the closing price last evening for the great speculative stock. At one time the quotation was up to 67, but in this figure New York got ahead of London 2 1/2 per cent and quickly subsided. In the rush and whirl of the intense activity in Wall street attending this monstrous speculation only one failure has occurred so far, and that one has not involved any serious loss.

MORE CONVENTIONS.—Ohio and Iowa hold their Republican State Conventions to-day. They will, no doubt, send undivided delegations to Philadelphia in favor of Grant's re-nomination.

TEXAS CRIMES FOR HELP against the Mexican bandit, who have made her border the scene of their murders and depredations. Our special despatch from Brownsville reports the indictment by a United States Grand Jury of the robber Cortina, who now holds a high military command under the Juarez government. The specified charges presented against him and his band cannot fail to arouse deep indignation, which is enhanced by the refusal of President Juarez to remove that murderous villain from his command. Our government appears to have shown a culpable apathy in withholding so long the military protection so much needed by the Texans. But the fact that these robbers are aided and abetted by the Mexican officials shows that the evil is too deeply rooted to be remedied by a simple military guard along the frontier. To do the work effectually it will be necessary to take and occupy the den of thieves.

THE DIVORCE BILL IN THE LEGISLATURE.—The Providence Journal characterizes the new Divorce bill before the New York Legislature the "Mothers-in-Law bill." Why not? Have not mothers-in-law rights which husbands should be bound to respect? Seriously, the divorce laws of this State are already sufficiently stringent. For the protection of married women they are liberal to a degree. To extend the privilege of marital separation in behalf of wives is to weaken the bonds of matrimony altogether. Our people might as well become Mormons at once; or, to use the words of a noted apostle of women's rights, "allow a woman to take a husband every day if she were so inclined."

"A LONG PULL AND A STRONG PULL."—Julius L. Strong, from Washington, is laboring at the republican car in Connecticut.

The Progress of the Last Thirty Years—What Will the Next Quarter of a Century Bring Forth?

If any old resident of New York, who has been resting quietly in his grave for the past thirty years, could be brought back to the metropolis of to-day, his astonishment at all he would see around him would cast the experience of Rip Van Winkle, after his twenty years' sleep, into the shade, and would forever strip Irving's pleasant story of its charms. In the last third of a century the world has moved at a more rapid pace than at any previous period of its history, and if the human intellect could have remained dormant during that time, instead of keeping pace with the combined advance of science and enterprise, the achievements of progress witnessed at the present moment might well be confounded with the old arts of demonology and witchcraft. So much has been written on this subject that it may be regarded as a hackneyed theme; yet it is singular how little attention is bestowed on the lessons taught by the experience of the past, and how obstinately men refuse to allow the wonderful triumphs of intellect and energy witnessed in a third of an ordinary lifetime to open their eyes to the destiny in store for the leading nation of the civilized world before the next thirty years shall have passed into history.

Looking back but a little over a third of a century a New Yorker may recall how great an enterprise appeared the construction of a one-horse steam railroad between the City Hall and Harlem; how a journey to Washington—for it was, indeed, a journey in those days—consumed as much time as is now required for a trip across the Atlantic to Europe; and how a pilgrimage to the far West was then an undertaking more appalling than is now a voyage to China. And what was then the "far West?" One might discover that imaginary spot within the next twenty-four hours, as it then existed in the mind of the resident of New York, only a few miles beyond Buffalo; while there is now no longer a "far West" until one finds himself resting on the beautiful slopes of the California coast and bathing his feet in the waves of the Pacific. But yesterday, as it were, a traveler to the Western lakes took his life as well as his valise in his hand, and prepared himself for a trial of endurance and courage, without even the slight consolation of a policy in an accidental insurance company—an institution of modern growth—while to-day the iron horse tears his way across the whole American Continent, from ocean to ocean, except, indeed, on occasions when a snow storm fills the valleys and piles up its white mountains on the plains, or when the eccentric red man conceives the idea of putting on his war paint and tearing up a dozen miles of rail. The wonders accomplished by steam in the past thirty or forty years pale, however, before those the returned resident would behold as the result of the mastery of electricity by the men who have given us the telegraphic wire as the medium of communication all over the world. In this direction our modern Rip Van Winkle would no doubt believe himself transported back over four centuries of time, to the days when the heroes of the Arabian Nights performed their astonishing feats, when flying horses made their journeys through the air, when castles were built by unseen hands in a night, when magic carpets transported those who sat upon them to foreign scenes with the rapidity of thought, and when accommodating lamps, on being rubbed with a piece of cloth, brought to the ears of their owners the words and dreams of persons thousands of miles away. The key of the telegraph operator is our modern Aladdin's lamp, and to-day it flashes over six thousand miles of wire the instant variations of Erie stock, making the pulses of the great financial centres of Europe and America beat in harmony, so that the variation of one-eighth per cent is felt simultaneously in Frankfurt, London, New York and San Francisco. Thirty years ago the foreign stockholders of Erie would have been for weeks in ignorance of the success of the splendid coup d'état of General Dix and of the downfall of the Grand Opera House Ring, and our own market would have been held as long again in anxious suspense awaiting the result of the news upon the English Stock Exchange.

The American press has, above all other agencies, aided the progress of the past quarter of a century, and above all other interests kept pace with the advancement of the age. Thirty years ago the politics of the whole country, and hence the destiny of the nation, were controlled by three or four journals. The Washington Globe, the Richmond Enquirer and the Albany Argus gave the cue and the tone to the whole party press of the United States, and so brought to bear an overwhelming influence on Congress and the White House. As the country increased in population, wealth and influence, and as the general standard of intelligence advanced among the people, independent journals began to make themselves felt and grew into a power in the land. Still, the struggle was a severe one until the rapid progress of steam and electricity burst in an instant, as it were, the chains in which the press had been bound and tumbled down the citadel of the political organs. To-day no person in the United States, from Maine to California, regards Richmond as of as much importance as Scituate or cares any more for Albany than for Schaghticoke. Washington is entirely ignored, so far as its press is concerned, and no one would any more think of looking for information in a Washington paper than of looking for comfort and cleanliness in a Washington hotel. The great centres of commerce now control the country, and the voice of the press of New York, Chicago, St. Louis and similar places is all powerful in the nation. The rapid growth of journalism in these large cities is as wonderful as any of the wonders of the age. Enterprise, availing itself of the utmost facilities of steam and electricity, has placed the American newspaper to-day as a medium of general information at the head of the press of the whole world, and by this means journalism, while drooping and languishing in other countries, has in America built up fortunes and established business interests of colossal proportions. An example of this is afforded by the recent sale of a St. Louis newspaper, the Missouri Democrat, for the sum of four hundred and seventy-five thou-

sand dollars, while thirty years ago no paper in St. Louis would have been worth as many hundreds. The leading New York journals are, of course, the most valuable in the country, and at this rate, what must be the amount of capital represented by the market value of the five or six great New York dailies? Yet the New York press has not yet nearly fulfilled its mission. The march of civilization, progress and development is to the West. In the yet hidden mines of this country and of Mexico lies wealth greater than the most fertile imagination has conceived. Our railroad system is yet in swaddling clothes; but with new lines running through the Continent West and South, and with a powerful protectorate to give law, order, peace and security to Mexico, capital will greedily seek investment in the mining business and a new and rich field will be opened to our enterprise. The Asiatic world, hitherto nearly closed to the rest of mankind, will be thrown open, and the full tide of its commerce will turn and flow eastward toward our shores. The United States will then become the great highway of all nations, and New York will be literally the commercial centre of the world. This is the future in store for the New York press; for here will concentrate the news of the four quarters of the globe, and the journals of the metropolis of the United States, with their enterprise, intelligence, wealth and independence, must take the lead of the newspapers of the rest of the world, just as certainly as the journals of our great commercial cities have during the past quarter of a century overshadowed and crushed out the once influential organs in Washington, Richmond and Albany. It is for the independent American press, and especially for the powerful press of New York, to decide whether the manifest destiny of the nation shall be fulfilled more or less rapidly. What we now need is a bold, comprehensive and liberal national and State policy, commencing at Washington with the protectorate of Mexico, and here with the speedy development of the resources of New York city. The newspapers of this city can aid in insuring such a policy if they will abandon partisan views and personal ends and unite in impressing upon our rulers and upon the people, who give them their power, a sense of the magnificent future that opens before the country. In this direction lies their own true interests and a success that will be more lasting and more remunerative than can be the favors and friendship of all the politicians that will live and flourish and die out in the next hundred years.

The Railroads That Ought To Be Built By The City.

A viaduct railway can be built and thoroughly equipped from Chambers street to Harlem bridge, running between First and Second or between Second and Third avenues, between the blocks, seven miles and a half, including the purchase of right of way and of land for depots and all other necessary buildings, for \$30,000,000.

The estimated receipts, supposing the four-track road was not used for more than one-half of its capacity, are, for passengers, for the first year, \$4,320,000.

The rental of property obliged to be purchased, but not required for the purposes of the road, is estimated at \$400,000.

These estimates are admittedly low for passenger receipts and rental, and no allowance is made for receipts for express and freight, which would be large.

The calculations, however, as they are, show the following results:—
Annual income from passengers.....\$4,320,000
Interest on thirty million dollars
city bonds at seven per cent.....\$2,100,000
Operating expenses.....1,375,000
3,675,000

Leaving for sinking fund per annum.....\$1,645,000

It is thus shown by careful and experienced men that a viaduct road on the East River side of the city could be built by the city without any charge to the taxpayer, and would pay for its own construction in less than twenty-five years. The passenger fare is reckoned at ten cents average per passenger. But if the rental of unused property is increased to eight hundred thousand dollars, and the receipts from freight and express are placed at the low estimate of one million dollars per annum, the fares could be reduced to five cents for way and ten cents for through passengers—an average, say, of seven cents—and the same results secured.

The reform Legislature is, nevertheless, tinkering at underground jobs in which Senators and Assemblymen are personally interested, and refuse to pass a bill to authorize the city to build two viaduct roads, one on the North River side and the other on the East River side of the city.

PENNSYLVANIA POLITICS.—General Hartman is the candidate of a number of republican papers for the party nomination for Governor of Pennsylvania; but some damaging charges brought against him by the opponents of his nomination, it is thought, may induce him to withdraw his name from the list of aspirants for the honor. George W. Cass is most prominently named for the democratic nomination. The Pennsylvania Republican State Convention meets in Harrisburg on the 10th of next month, and the Democratic Convention at Reading on the 30th of May. A lively contest is therefore now going on among those who are striving to be the leaders of the several hosts in the October fight, preliminary to the grand Presidential battle in November following.

KENTUCKY POLITICS.—The name of Judge Russell, of Todd county, is mentioned in connection with the democratic nomination for Congress from the Kentucky Bowling Green district. So is that of Judge Dulaney, of Bowling Green. Plenty more of the same sort in store. Dr. Green, of Bowling Green, is reported to be the leading republican delegate to the Philadelphia Convention from Kentucky. General Harlan is the candidate of the Kentucky republicans for the nomination for Vice President on the Grant ticket. It is "guessed" that Kentucky is just as likely to go for "Grant and Harlan" as not. With fifty thousand democratic majority against them the republicans will have a pretty severe struggle to win the State.

ONLY ONE OF THEM.—George E. Jenks, of Concord, is announced to be the only republican named for the office of Secretary of State of New Hampshire.

The Personalities of the Party Press—A Wide Field for Reform.

Many years ago Mr. Henry A. Wise, of Accomac, in a speech in Congress, thanked God that there was not a newspaper establishment in his district. Nor was this, under the circumstances, a foolish declaration. The constituency of Mr. Wise, shut in from the turbulent outside world at the land's end between the Atlantic Ocean and Chesapeake Bay, were an insular people, and at that day were not much more disturbed by the political agitations going on around them than the island of Corsica. They had their old colonial church, their patriarchal society, institutions, habits and customs; they had their negroes, their plantations of tobacco and Indian corn, boundless supplies of the finest oysters, crabs, fish and game; they had a genial climate, plenty of room for all, no crowding in of "Yankees" with their unwelcome innovations, and they were a happy people. Their newspapers, supplied from Norfolk, Richmond and Washington by means of their fishing smacks, were not of a character to make a newspaper establishment desirable in Drummondtown. Whig and democrat, they were filled with party violence and scandalous personal abuse, strongly suggesting the idea that to establish a newspaper in Accomac or Northampton county would be to make a bedlam of a peaceful community. Hence the inspiration of Mr. Wise's honest thankfulness that there was no mischief-making newspaper in his district.

Coming up the seacoast from Accomac to Manhattan Island, and leaving a third of a century behind us in the voyage, we find here a community thankful above all things for its bountiful supply of newspapers of every description. We find, however, that the party press remains as it was, not the agent of harmony, but of discord; not the teacher of truth, peace and charity, but of falsehood, strife, malice and envy; not an example of manly strength and honorable rivalry, but of childish weakness and pitiful personal revenges. And the most deplorable fact in connection with this demoralization of the party press is the fact that the very journals which assume the loftiest pretensions have reduced to a system the meanest devices of misrepresentation and defamation of character. They hold that in party tactics, as in love and war, all things are fair; but they forget that an honest and intelligent public opinion rebounds against all dishonorable party expedients.

Our attention has been called to the subject from the perusal of a certain card in a morning contemporary. The editor of an enterprising anti-Grant weekly, who seems to have fallen into the mistake, with many others, of a too liberal indulgence in pungent personalities, having been called to task in a certain matter by a morning daily as measuring other people's corn in his own bushel, comes out with an explanation which places the aforesaid morning daily and its laurels won in the cause of city reform in anything but a flattering light. The accuser charges that the accused, according to his own showing, must be a "skulking assassin," because he has assailed the characters of other men, and has declined to prove the charges; that, again, according to his own rule, he is disgraced in attacking private reputations, and in then sheltering himself behind an alias, as in "certain attacks upon Barnard, Cardozo and David Dudley Field, in which these men were accused of taking bribes," &c., and that "the writer did not dare to publish these attacks in any quarter where they could be traced to him." The accused replies that for several years, *sub rosa*, he was an editorial contributor to the very journal from which these charges come; that by agreement in this capacity his personality was kept in the background to the final cash settlement between the parties, an alias appearing in the account made out by the accuser; but that the accused never used this alias for any purpose whatever. Furthermore this defendant says, in reference to Barnard, Cardozo and D. D. Field, "all I need say is that I have never heard, directly or indirectly, that any article of mine was made the subject of judicial pursuit or investigation." Finally, he says, "all I knew or could learn, and fifty times as much, has been brought before the Judiciary Committee without my aid or interference."

But what does all this, in the end, signify? A profitless game on both sides. We simply refer to this affair as a passing illustration of that no-quarter personal warfare which has controlled and still controls the party press of this country. We grant you that the HERALD has gone through some hot battles of this description, and that from the walls of Rome it carried the war into Africa. But having beaten its enemies, having silenced its accusers, having fairly conquered our present satisfactory position, and believing that we can hold it without further fighting, we say, like General Grant, "Let us have peace." Adopting our State motto, "Excelsior," let us strike higher. All the world is advancing to higher ground; but the party press of the United States does not keep pace with the advancing spirit of the age. Hence the independent newspaper press has taken and holds the lead. The public opinion of this country is an enlightened public opinion. Our people think as well as read, and they are not blinded by the cobwebs and fumes which obscure the vision of our party journals. The old tricks of the professional politician will serve no longer. The truth, with the aid of the telegraph, is getting to be too strong and too quick for the most cunningly contrived misrepresentations of public men whose acts have secured the public approval.

The recent experience of some of our leading party journals ought to convey some wholesome instructions to the whole profession. Here, for instance, is a journal which made a capital hit for a great name in its energetic and persistent war on the Tammany Ring; but this journal is permitting its zeal to outrun its discretion in its indiscriminate use of such dainty terms as thieves, robbers, swindlers and rogues. And how sadly soiled and ragged, in another case, appears another great journalist in descending from his high estate deliberately to the unwholesome trade of the political gamester. The party press may be a necessary evil; but from the time of Washington to this day the vicious personalities and misrepresentations of the party press have been a public nuisance. They should now be abandoned, having become subjects only of public contempt and derision.

The Pilotage Laws.

There are certain classes of men representing Among these are the pilots of New York, skilled labor of a unique type in whose welfare all our citizens take a lively interest. They belong to those known to poetry and romance from the very nature of their calling. The services they render to commerce, guiding the richly laden vessels from all climes to a snug haven, caring for life and property over the dangers of the deep, and bringing the welcome budget of news to the inbound ship after her long voyage, are things which every one who has had reason to cross the Atlantic will be grateful for in his list of pleasant sensations. In storm or calm, in cold or heat, the white-winged vessels with their broad numbers may be seen beating out, ay, five hundred miles from port, in the track of the incoming merchantmen. Familiar with a trade whose full knowledge requires years of constant application and a trained observation which can never cease collecting its store of facts, they are one of the most necessary adjuncts to a great commercial port. Anything which tends to impair their efficiency or lose to the Empire State so valuable a breed of men as these weather-bronzed, hardy toilers of the sea, may be looked on as a blow at the interests of the community.

The Pilotage laws now in force are ample and protect all the best interests of those who "go down to the sea in ships." From time to time we have resisted attempted inroads on the rights and earnings of this brave body of one hundred and seventy-five men, because we saw that the changes proposed were not in the public interest, but to suit the notions of a class, and always a small one at that. The rules under which the Sandy Hook pilots ply their perilous vocation are stringent, and bristle with fines, penalties and suspensions in case of carelessness, intemperance or wilful violation of the regulations. Their efficiency as a class may be conclusively drawn from the small number of accidents which happen in the devious channels of the bay to the vessels under their direction. Their remuneration for this exacting service, outside of the heavy expenses they meet in finding and keeping their fast boats—the best pilot boats in the world—is not more than with every economic care will support a family in decency. These facts, as we state them, are admitted by the underwriters and captains, and are only disputed by a few of the shipowners, who, however, do not represent the American side of the question at all, being chiefly, we understand, the foreign steamship owners and a few part owners in American bottoms.

A mean-spirited bill is now before the Committee on Commerce and Navigation, of the Assembly, which some of these parties are urging to a favorable report. The grievance that they complain of is their being precluded from making a choice in pilots to suit themselves. Their particular object is to have the following portion of the existing Pilot law of 1853 abrogated or changed in their favor:—
Any pilot bringing in a vessel from sea shall, by himself or one of his boat company, be entitled to pilot her to sea when she next leaves the port, unless in the meantime a complaint for misconduct or incapacity shall have been made against such pilot or one of his boat company, and proved before the Board of Commissioners of Pilots; provided, however, that if the owner of any vessel shall desire to change such pilot, then the said commissioners may assign any other pilot on the same pilot boat to pilot said vessel to sea.

The injustice to a worthy body of sea toilers in annulling this clause will perhaps be better made apparent by an explanation of the mode in which their earnings are divided. A certain number of pilots are attached to a certain boat, which they own. They are jointly responsible for its expenses, and after these are paid from the joint earnings, the surplus is divided equally among them. Going first, then, on the ground that all our pilots are competent, the law provides something which, under ordinary circumstances, seems perfectly unobjectionable—namely, that the pilot who is able to take a vessel in should take her out again. To provide, however, for incompatibilities between a captain and a pilot, a compromise is allowed by which the captain can, on complaint, obtain another pilot, with the single restriction that he be from the same boat's company to which the original pilot belongs.

But there appears to be "a nigger in the woodpile," in whose behalf all this revolution is demanded. The parties interested in the change have encouraged a few of their pet pilots to separate themselves from their brethren and take their outward bound vessels to sea and bring the vessels in. The discrimination thus attempted to be set up would, if carried into effect, at once reduce the earnings of the offshore boats by one-half, and ultimately force them to abandon the business altogether. In breaking up the pilots of New York these selfish and crafty few would attain their object, which would be to avoid the payment, in whole or part, of pilotage fees, which protect alike the passenger and the merchant's cargo by the increased safety they insure.

We cannot, therefore, do otherwise than insist that the Committee on Commerce and Navigation report this unjust bill adversely. The necessity for intelligent, experienced pilots is great indeed in the piping times of peace, when the wealth of all nations is "arried to our ports to be laid in the lap of the Union, but in the event of a foreign war their value would be beyond price. From all views of the subject, then, we say to the Legislature, protect the pilot and send the grumblers about their pettifoggish business.

BEECHER FOR GRANT ON THE ENSIGN STEBBINS PLATFORM.—The Elmira (N. Y.) Advertiser—administration—publishes a report of a lecture delivered by Mr. Beecher in that city a few evenings since, in which that gentleman is alleged to have besought his hearers to "join their fortunes with those of the yet unborn Cincinnati infant." But although he favored "this Cincinnati party" he said he "supported General Grant for President." That is, in the words of Ensign Stebbins, he "went for the Maine law, but was opposed to its enforcement."

THE MILWAUKEE Wisconsin—administration—declares that its first choice for Vice President has been Senator Fenton, of New York, but it now gives way to Senator Wilson, of Massachusetts. Says that wind West-erly as well as Easterly.

Prince Bismarck and His Difficulties.

It has of late been well known that the great German Chancellor, Prince Bismarck, has been fighting with a sea of troubles in his own native Prussia. After Sadowa, which laid Austria prostrate, and Sedan, which left France in the dust, it was not unnatural for Prince Bismarck, who was the victor in the one case and the other, to conclude that his country would allow him some rest from his labors. What had he not done? He had made Prussia, which one hundred years ago had scarcely begun to exist, the first of the German States; he had also made Germany, through Prussia, the first Power in Europe. All future history must admit that Sadowa made Prussia mistress of Germany, and that Sedan made Germany mistress of the Continent of Europe; and it will not be denied by the faithful historian that the master mind which brought about both results was that of Prince Bismarck.

It is notorious, however, that the Prince, since his return to Berlin, has found matters even less to his taste than the toilsome work which had to be done in the brilliant and cushioned saloons of Versailles. On his return he found things slightly chaotic. Since his return his enemies have revealed themselves. His enemies are numerous. They are found among the ultramontanes, who regret the union of the German States, because of the power which the Protestant North must henceforth wield over the Catholic South. The ultramontanes are keen and determined opponents. They are found also among the separatists, who, without any regard to religion, feel disposed to resist the Prussianization of Germany. In all the annexed States the doings of 1866 are more or less bitterly remembered. The separatists are numerous in all the States which have lost their independence; but they are particularly strong in Hanover and Saxony. His enemies, in consequence of an educational question, to which we will immediately refer, include what are called the pietists of the Prussian Kingdom—a class with which the Emperor William and the Empress Augusta deeply sympathize. With these enemies, from their numbers and from their influence, Prince Bismarck has found it hard to fight. The man, however, who gave to his country the glory of Sadowa and the glory of Sedan was not to be easily beat; and the presumption now is that he has won a third victory greater than either of the two which went before.

It was found by Prince Bismarck that in the Catholic provinces everything was being done which could be done by the ultramontanes to make the schools a medium through which to encourage disunion. The Prince's first move was to take the schools under the charge of the government. But Prussia is a land of religious equality. What is done with the schools of one sect of Christians must be done with the schools of all others. The bill for placing the inspection of schools in that State in the hands of State officials and taking it out of the hands of the clergy was fiercely resisted in the lower house of the Prussian Parliament, but it was ultimately carried after hard fighting by a majority of twenty. Now, however, began Bismarck's greatest trouble. Would the upper house sustain him? If the upper house did not sustain him, would the Emperor-King desert him? What could the King do if the vote was against him? He could, as in England, and as was effectively threatened by Earl Grey in the first reform struggle, sanction the creation of as many peers as would give the government the victory. Whether the King would do so was for a time doubtful; for the Queen was in the hands of the pietists, and her influence was immense; but the King's consent has been obtained, and Bismarck is now master of the situation. Bismarck's position in regard to the Catholic Church has so often and so grossly been misrepresented that we choose to give his own words used in the debate in the lower house:—

"Be as Romanist as you please"—thus was the great theme on which he harped over and over again—"as infallible or anything else in that direction as you like to be, so long as you are true to the German empire, and do not care so much for Rome that you postpone your country to her political intrigues. For the example of the French Papist who are never so Papist but what they are before all things French, and I will make no sort of objection. But from any motive whatever, ecclesiastical or otherwise, you plot for the restoration of Rome and the restoration of Hanover, and the rupture of the federal union between South and North Germany, then my government must interfere. And it is in order to prevent this that we assume the power to appoint the school inspectors of the elementary schools for ourselves, and leave it no longer to the clergy."

There is nothing in these words which hinders us from expressing the hope that Prince Bismarck may come forth from this fresh struggle triumphant. Sadowa and Sedan have made this school question fight a necessity. When we add that defeat on this question would imply the sacrifice of the fruits of those two great victories we have said enough to show that Prince Bismarck must again carry the day. Prussia cannot yet spare him, and to Germany he is indispensable.

WHOSE FUNERAL IS THIS?—The Chicago Tribune—quasi administration—avers that "the democratic party, as a whole, has made up its mind to lay down its life, and, relieving its members of their supposed affiliations, enable them to make such political affiliations as may seem to them the most advisable." When the Tribune is so ready to ring the knell of one departed party will it not have the kindness to inform its readers whose funeral among its own friends it is secretly inclined to attend?

Personal Intelligence.

- Ex-Governor J. Gregory Smith, of Vermont, is at the Brevoort House.
General John C. Fremont is quartered at the Clarendon Hotel.
Judge Henry H. Brown, of Chicago, is temporarily residing at the St. Denis Hotel.
Ex-State Senator Smith M. Weed, of Plattsburg, is sojourning at the Fifth Avenue Hotel.
Judge R. Hitchcock, of Ohio, has rooms at the St. Nicholas Hotel.
Major Worth, of the United States Army, is at the Sturtevant House.
Colonel D. W. Flagler, of the United States Army, is staying at the Glenham Hotel.
Colonel C. M. Lowe, of Georgia, has arrived at Erie's Hotel.
Professor E. Loomis, of Yale College, is domiciled at the Albemarle Hotel.
Ex-Governor T. M. Down, of Arkansas, yesterday arrived at the St. Nicholas Hotel.
General Benjamin F. Butler arrived at the Astor House from Boston yesterday morning. During the day he was at the United States Court as the counsel of Miss "Wickham" Fomeroy. In the evening the General departed for Washin